



AGENDA

Meeting Location:

Sloat Room—Atrium Building
99 W. 10th Avenue
Eugene, OR 97401

Phone: 541-682-5481
www.eugene-or.gov/pc

The Eugene Planning Commission welcomes your interest in these agenda items. Feel free to come and go as you please at any of the meetings. This meeting location is wheelchair-accessible. For the hearing impaired, FM assistive-listening devices are available or an interpreter can be provided with 48 hour notice prior to the meeting. Spanish-language interpretation will also be provided with 48 hour notice. To arrange for these services, contact the Planning Division at 541-682-5675.

MONDAY, AUGUST 25, 2014 – REGULAR MEETING (11:30 a.m. to 1:30 p.m.)

11:30 a.m. I. PUBLIC COMMENT

The Planning Commission reserves 10 minutes at the beginning of this meeting for public comment. The public may comment on any matter, **except for items scheduled for public hearing or public hearing items for which the record has already closed.** Generally, the time limit for public comment is three minutes; however, the Planning Commission reserves the option to reduce the time allowed each speaker based on the number of people requesting to speak.

11:40 a.m. II. CHAIR/VICE-CHAIR ELECTIONS

11:50 a.m. III. EUGENE TRANSPORTATION SYSTEM PLAN PROGRESS REPORT

Staff: Kurt Yeiter, 541-682-8379

1:15 p.m. IV. ITEMS FROM COMMISSION AND STAFF

- A. Other Items from Staff
- B. Other Items from Commission
- C. Learning: How are we doing?

Commissioners: Steven Baker; John Barofsky; Rick Duncan; John Jaworski (Vice-Chair); Jeffery Mills; Kristen Taylor; William Randall (Chair)

AGENDA ITEM SUMMARY

Meeting Date: August 25, 2014

To: Eugene Planning Commission

From: Kurt Yeiter, Senior Transportation Planner, Public Works Engineering

Subject: Eugene Transportation System Plan Progress Report

ACTION REQUESTED: This memorandum provides a status report on the Eugene Transportation System Plan update. No action is requested at this meeting.

BACKGROUND: The Eugene Transportation System Plan (TSP) is being updated to replace *TransPlan* as Eugene's local comprehensive transportation strategy. The TSP will support the Envision Eugene vision for future growth and mobility for the next 20 years by becoming the transportation element of the Envision Eugene comprehensive plan. The TSP will provide goals and policies that direct future changes to our transportation system and a list of projects and programs needed to implement these changes. The Transportation System Plan addresses all modes of travel, and will be coordinated with the Airport Master Plan, Pedestrian and Bicycle Master Plan, Lane Transit District's Long Range Transit Plan, Regional Transportation Options Plan, Springfield's and Lane County's TSPs, and other plans. Principal funding for the city's Transportation System Plan update is provided by the Oregon Department of Transportation.

The Transportation Community Resource Group (TCRG) was created to invite participation from all original members of the Envision Eugene Community Resource Group (CRG), the Pedestrian and Bicycle Master Plan project advisory committee, the city's Bicycle and Pedestrian Advisory Committee (BPAC), a multi-agency Technical Advisory Committee, and others. The TCRG has discussed Envision Eugene and land use planning, bicycle and pedestrian planning, transit planning, demand management techniques, street design, areas of projected traffic congestion, sustainability and efforts to reduce greenhouse gas emissions, and transportation funding. The TCRG recently reviewed draft goals, policies, and potential action items.

At the suggestion of the TCRG, "triple-bottom line" metrics were integrated into the decision-making process using the Sustainable Transportation Analysis and Rating System (STARS) program. With this approach, the resultant transportation system can optimize its effects on environmental, societal, and economic conditions.

A project website (www.EugeneTSP.org) was created that contains all research, reports, meeting materials, and feedback.

In addition to the Eugene Transportation System Plan, which is required by state law, there will continue to be two additional *regional* transportation plans required by state and federal regulations: the Regional Transportation System Plan (RTSP) and Regional Transportation Plan (RTP), respectively.

WHERE ARE WE NOW?

Project List. Eugene's streets, pedestrian and bicycle facilities were examined to determine how well they serve a variety of users. Deficiencies in our transportation facilities, including preliminary projections of increased traffic congestion, led to a 20-year list of projects needed to maintain or improve mobility as the city grows. Projects on the TSP list include new or improved arterial and collector streets in developing areas, extension of our bus rapid transit network, improvements to Randy Papē Beltline, additional bicycle and pedestrian infrastructure, intersection and signal improvements, and more. The project list also suggests additional projects to explore after the TSP is adopted. The project list is coordinated with Envision Eugene's strategy of increasing redevelopment along Key Transit Corridors and core commercial areas and will be modified to include projects for urban growth boundary expansions not yet identified. The project list may also change based on public input and costs analysis.

The project website contains the [project list](#) and a [map of all the projects](#).

Draft Goals and Policies. Goals, objectives, and [policies](#) were fashioned for the TSP based, in part, on the "triple-bottom line" principles gleaned from the STARS program. A decision was subsequently made to follow the structure of Envision Eugene and Springfield's TSP by omitting objectives. Many of the original TSP objectives that had been reviewed by the TCRG will be transformed to policies, actions, and monitoring measures. Another major departure from TransPlan protocol is to have the TSP policies guide only the City Manager's and staff's work programs, such as setting of the City budget and internal work programs. The policies will not be used in determining whether the City approves or denies individual land use applications. The draft policies are contained in Attachment A to this memorandum.

Comments about the draft policies received from the [TCRG](#) and [others](#) will result in significant changes, including restructuring the draft policies away from the STARS framework (while still adhering to sustainability principles), consolidation into fewer categories, simplification, and improved clarity.

The draft goals and policies offer these significant changes from TransPlan:

- Integration of sustainability principles.
- Clear emphasis on social equity and safety.
- Stronger emphasis on pedestrian and bicycle travel as important parts of a complete, integrated transportation system.
- Synchronization with Eugene's Climate and Energy Action Plan and other efforts to reduce greenhouse gasses.
- A new "Complete Streets" policy.
- Direction about how Envision Eugene's Key Transit Corridors will be planned for frequent and reliable transit service with improved bicycle and pedestrian access.
- Support for a rail quiet zone.

Work continues on better integrating the existing Pedestrian and Bicycle Master Plan goal and policies, exploring multi-modal measures of access, improving cost-benefit policies, and clarifying the Complete Streets policy.

Arterial and Collector Street Classifications. The adopted 1999 Street Classification Map

determines the current classifications for major arterial, minor arterial, major collector, and neighborhood collector streets within the Eugene urban growth boundary. Traffic patterns and development impacts over the past 15 years necessitate reviewing and updating the street classifications.

Street classification is an important and useful planning tool in efforts to create a clear and comprehensive transportation system. The classification of streets serves several purposes. Having an updated classification map:

- Allows city officials to clearly communicate the functional purpose of a street to the general public in the context of the overall transportation system;
- Facilitates understanding of the functional and operational differences between the different types of streets;
- Facilitates understanding of the jurisdictional responsibility for various streets and roads, and the methods of financing roadway improvements; and
- Serves as a guide and reference to design and operational decisions that may be made concerning the future improvement of any given street segment.

In addition to identifying the need to modify existing street classifications, several of the future street alignments identified in TransPlan have been constructed and the map should be corrected. A full list of the potential changes is provided in Attachment B.

An updated Street Classification Map will be processed and adopted simultaneously with the TSP. Eugene Code 9.6850 will also be amended to ensure land use applications correspond to the updated map.

Updating Pedestrian and Bicycle Master Plan. It is a City goal to reduce reliance on the automobile. The Pedestrian and Bicycle Master Plan's goal is to double the percentage of trips made on foot and by bicycle by the year 2031. The TSP proposes to expand this goal to include all "active modes;" that is, walking, biking, and public transit. The Pedestrian and Bicycle Master Plan (PBMP) provides a template for making walking and biking more convenient, safer, and a more logical alternative to driving for some trips. The state-of-the-art design of bicycle facilities, in particular, is rapidly evolving, as is our understanding of why people choose to bike instead of drive. The PBMP is being updated to reflect these changes and to prioritize projects for our 20-year planning period. These changes will be integrated with the TSP.

To meet this goal, there is a need to understand the opportunities and barriers for people making the shift from single occupancy vehicles to active modes of transportation. To meet this need, the Eugene-Springfield Metropolitan Area Travel Barriers and Benefits Survey was sponsored by the City of Eugene to provides insights into how people travel for non-commute trips, such as for errands, entertainment, and other appointments, and why people choose to drive or not drive. This survey will help the city better meet the needs of local residents and to monitor success of its programs over time. The survey is available online [here](#).

With this survey, we find that in Eugene:

- While driving remains the most frequently used mode of transportation, substantial numbers of people frequently walk (23%), bike (19%), or bus (13%) for groceries and errands.
- Gas prices, health, and environmental issues were the largest influences on people who choose to not drive alone.

- 1/3 of Eugene residents report biking for transportation purposes at least once a month.
- 43 percent of the people who do not bike regularly would bike more often if there were more bike lanes or paths available or if the bikeways were better connected.
- 86 percent of people who do not walk regularly would walk more frequently if stores and services were located closer to their residences.

Updated Traffic Model. The list of future transportation projects has been programmed into the regional traffic model. Once Envision Eugene's preferred land use scenario and projects from the PBMP are programmed (both of which are occurring now), the model will provide estimations of future traffic conditions that can help inform future decisions about our transportation and land use needs. Results from the model, which will represent Eugene's 20-year growth and implementation of its transportation plan, are scheduled to be ready by November.

Project Costs, Projected Revenues, and SDC Review. An important component of the TSP is an implementation strategy and knowing how the costs of the desired improvements identified in the plan align with our projected revenue streams. Towards that end, cost estimates are being prepared for all the projects on the TSP list and a revenue forecast for Eugene is being coordinated with those from all our neighboring cities and Lane County.

Eugene's Transportation System Development Charges (SDCs) are being reviewed and updated. The new SDCs will be able to depend on fresh estimates of project costs and a new understanding of how specific projects do, or do not, support development and growth.

WHERE ARE WE GOING?

By the end of 2014 we will have a clearer picture of how well the TSP supports Envision Eugene, how our transportation systems will operate as we grow more dense, what the desired transportation improvements will cost, how much money might be available to pay for the improvements, and a better set of policies to guide future transportation improvements and investments. The first half of 2015 will see the completion of a draft TSP document and commencement of the formal adoption process.

FOR MORE INFORMATION

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 Project Web Site: www.EugeneTSP.org

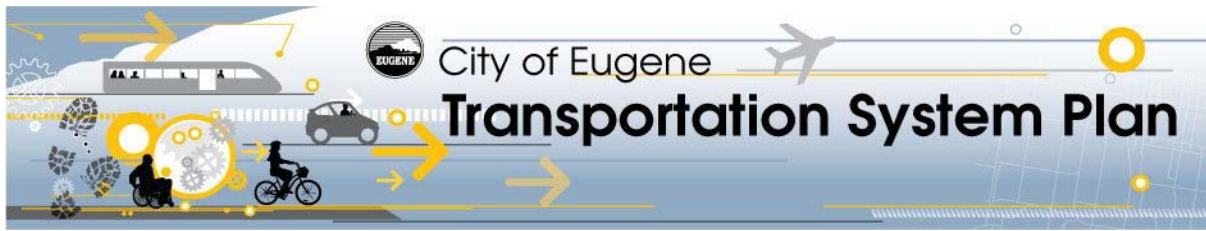
ATTACHMENTS:

- A. Draft Goals and Policies, Memo dated June 27, 2014
- B. Summary of Potential Street Classification Changes, August 2014

REFERENCES:

1. Existing Conditions Report:
http://www.centallanertsp.org/sites/default/files/EugeneTSP_ExCondReport.pdf
2. Transportation Project list:
<http://www.centallanertsp.org/sites/default/files/EugeneTSP-ProjectDescriptions-061614.pdf>

3. Map of Proposed Projects:
http://www.centallanertsp.org/sites/default/files/ETSP2_130_CombinedProjects_13.pdf
4. Draft Goals and Policies (also Attachment A):
<http://www.centallanertsp.org/sites/default/files/TCRG10PoliciesMemo.pdf>
5. Comments on Draft Goals and Policies:
 - a. TCRG meeting summary, June 30, 2014:
http://www.centallanertsp.org/sites/default/files/EugeneTSP_TCRG-Meeting9Summary_0.pdf
 - b. Staff memo:
http://www.centallanertsp.org/sites/default/files/Concise%20TSP%20Policy%20Comments_reduced.pdf
6. Envision Eugene: www.EnvisionEugene.org
7. Springfield TSP: <http://www.centallanertsp.org/SpringfieldTSP/Resources>
8. Lane Transit District's Long Range Transit Plan:
<http://www.ltd.org/search/showresult.html?versionthread=945abdf09a36086444562d14048cd61d>



Draft Policies

TECHNICAL MEMORANDUM

Date: June 27, 2014
 To: Eugene TSP Transportation Community Resource Group
 From: Kurt Yeiter, Sr. Transportation Planner, City of Eugene

Introduction

The City of Eugene is requesting review and feedback on draft goals and policies that are being considered for inclusion in its Transportation System Plan.

The Eugene Transportation System Plan (TSP) will replace *TransPlan* as the City's local transportation policy document. The updated TSP's goals and policies will guide local transportation decisions and funding priorities for the next 20 years. The updated TSP will serve as the transportation element of Envision Eugene, the City's new land use and growth strategy. Both Envision Eugene and the Transportation System Plan are scheduled for adoption around the end of 2014.

Over the last couple years, the Transportation Community Resource Group (TCRG) reviewed Eugene's transportation needs and projections and established goals and objectives for the TSP using as a framework the Sustainable Transportation Analysis and Rating System (STARS) program. This process resulted in four goals and identified eight categories that should be addressed by the new policies to ensure a balanced, sustainable approach to the movement of people and goods. These categories are Safety and Health, Social Equity, Access and Mobility for All Modes, Community Context, Economic Benefit, Cost Effectiveness, Climate and Energy, and Ecological Function.

The policies that follow should be considered a first draft. What we hope to learn from the TCRG's review is:

- Do these policies, as a group, advance our goals as a community?
- Are there any to get rid of?
- Are there missing policies or ideas that should be addressed?

Your assistance in helping the City of Eugene refine its policy set is very much appreciated.

Format Notes

The Eugene TSP will be formatted to be consistent with Envision Eugene. That is, there will be goals and policies (no objectives), explanatory text, a list of sample or expected actions that could result from some of these policies, and some monitoring measures that could be used to quantify progress over time. Monitoring measures are not included in this review. An example of the Goals>Policies>Action Items format may be found in the City of Springfield's recently adopted Transportation System Plan (www.SpringfieldTSP.org).

As drafted, the Eugene TSP policies will direct City of Eugene staff work programs and budgets. The Eugene City Council reviews adopted policies when giving direction to staff. These TSP policies would not be used for decisions affecting specific land use or development applications unless the policies were first incorporated into the City's municipal code.

You may recall that objectives were developed through the STARS sustainable transportation planning process. These objectives were measurable steps that might be taken towards achieving our goals. To better fit the format of Envision Eugene, the objectives were restructured into the policies, action items, and (future) monitoring criteria.

Themes For Introductory and Background Text

Several concepts emerged during the public discussion of our transportation future that do not lend themselves to being contained in the goals and policies. These themes may be fashioned into “pillars” in the style of Envision Eugene. These overarching concepts are captured here in abbreviated form to provide a broader context for the goals and policies that follow.

1. As a functional element of Envision Eugene, the primary purpose of the Eugene TSP is to implement those components of Envision Eugene related to transportation while supporting all of Envision Eugene's pillars, visions, and strategies.
2. Since most of the land within Eugene's Urban Growth Boundary is built and has a robust street network, a top priority at this stage of the City's development is to preserve existing transportation systems and make them more efficient, safe, and balanced.
3. All people in Eugene should have a choice of safe, convenient, and logical methods of traveling to local destinations. Travel by public transit, bicycle, and walking must be attractive alternatives to travel by private automobile. No person should need an automobile to safely and efficiently travel in this city.

Personal automobiles impose a large expense on household budgets. To the extent that our built environment and public transportation systems relieve some of this expense, household income is freed for other, more beneficial uses (e.g., food, shelter, recreation, investments).

4. In the past, as streets evolved to accommodate increasing volumes of traffic they became wider and faster. Some streets divided neighborhoods and became barriers to pedestrian and bicycle travel. In the future, multiple modes of transportation will be considered when street improvements are planned. Widening streets to increase automobile capacity will be done seldom, judiciously, and purposefully, and in support other city goals.

Goals

Definition: *A goal is a broad statement of philosophy that describes the hopes of the people of the community for the future of the community. A goal is aspirational and may not be fully attained within the 20-year planning horizon of this TSP.*

- Goal 1: Create an integrated multimodal transportation system that is safe and efficient; supports Envision Eugene and other City land use and economic development goals; reduces reliance on single-occupancy automobiles; and enhances community livability.
- Goal 2: Advance regional sustainability by providing a transportation system that improves economic vitality, environmental health, social equity, and overall well-being.

- Goal 3: Strengthen community resilience to changes in climate, increases in fossil fuel prices, and economic fluctuations by making the transportation networks diverse, adaptable, and not reliant on any single mode.
- Goal 4: Address the transportation needs and safety of all users, including youth, the elderly, people with disabilities, and people of all races, ethnicities and incomes. Distribute the benefits and impacts of transportation decisions fairly.

Policies and Action Items

Definition: A policy is a statement adopted to provide a consistent course of action, moving the community toward attainment of its goals. These policies guide the work of the City Manager and staff in formulating proposed changes to the Eugene Code and to guide other work programs, including preparation of the budget and revisions to the capital improvement program. These policies will not be used in determining whether the City shall approve or deny individual land use applications.

Definition: Action/Implementation items offer direction to the City about steps needed to implement recommended policies. Not all policies include action items. Rather, action items outline specific projects, standards, or courses of action for the City and/or for its partner agencies to take to implement the TSP. These action items will be updated over time and provide guidance for future decision-makers to consider.

Safety and Health Policies

1. Value safety and security, especially for the most vulnerable populations, in all transportation decisions. Strive for zero traffic fatalities by reducing the number and severity of crashes through design, operations, maintenance, education, and enforcement. Design transportation facilities to avoid pedestrian and bicyclist fatalities and injuries.

Sample Actions/Implementation

- a. Increase spending for pedestrian and bike facilities, street crossing enhancements, education and enforcement programs.
 - b. Seek to lower speed limits on local streets.
 - c. Further education and marketing programs (e.g., “Eye to Eye”).
 - d. Work with Safe Routes to School programs to implement the SRTS Action Plans.
2. Maintain a network of Emergency Response Streets that facilitate prompt emergency response.

Sample Actions/Implementation

- a. Sample recommendations for best practices for emergency response standards may be found in the Congress for a New Urbanism (CNU)/Institute of Transportation Engineers (ITE)’s *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*.
 - b. Update city design standards for officially recognized Emergency Response Routes (e.g., fewer raised medians, mid-block no parking zones in commercial corridors)
3. Improve community health by increasing physical activity as part of the transportation system. Design streets, sidewalks, bikeways, and access to transit to provide an inviting environment where all travelers feel safe and secure.

Sample Actions/Implementation

- a. Update city codes and design standards to provide inviting and safe passage for pedestrians and bikes.

- b. Improve safe walking and biking accesses to transit stops and stations.
- 4. Support projects and regulations that reduce inefficiencies and risk to local populations from the transportation of hazardous materials.

Sample Actions/Implementation

- a. Support projects that reduce the number of times materials are transferred from pipes, trains, or planes and trucks.
 - b. Support legislation that separates people from hazardous transportation activities.
 - c. Work with state and federal regulators to provide safe transport of oil, coal, and natural gas within the city.
- 5. Coordinate with rail providers to upgrade at-grade rail crossings to improve traffic safety and manage conflict points. Consider grade separated rail crossings when possible for areas with documented crash histories.
 - 6. Support creation of a rail “quiet zone” near Eugene Station.

Sample Actions/Implementation

- a. Install gates and signals at key RR/ street intersections in downtown Eugene.

Social Equity Policies

- 7. Ensure that transportation facilities are provided for all people of all ages, races, ethnicities, abilities, incomes, and in all neighborhoods.

Sample Actions/Implementation

- a. Update city codes and design standards.
- 8. Reduce or eliminate disparities between neighborhoods in safety and access to essential destinations by ensuring that the costs and benefits of transportation improvements are equitably shared over time. If equitable solutions are not possible, historically underserved communities should be favored.

Sample Actions/Implementation

- a. Review project impacts against demographic map of transportation disadvantaged populations.
- b. Increased and targeted public outreach before transportation spending priorities are established.

Access and Mobility for All Modes Policies

- 9. Foster neighborhoods where 90 percent of Eugene residents can meet most of their basic daily needs without an automobile.
- 10. Implement the Arterial and Collector Street Plan to address transportation system deficiencies.

Sample Actions/Implementation

- a. Complete the major street network as shown in the Eugene Arterial and Collector Street Plan.
- 11. Ensure that there are safe, comfortable, and direct sidewalk and bikeway connections between key destinations, transit stops, and residential areas.

Sample Actions/Implementation

- a. Update city codes and design standards to require bikeways and pedestrian connections with new development and redevelopment.
 - b. Create and implement a sidewalk infill strategy that considers new funding sources, credits and loans, and expanded development requirements to complete missing sidewalk segments and to avoid creating gaps in sidewalk networks in new subdivisions.
 - c. Evaluate and adjust traffic control systems to optimize bicycle travel along strategic bicycle routes.
12. Improve travel times and travel time reliability between key origins and destinations for transit, regional freight movement, and other trips where arriving on-time is important.

Sample Actions/Implementation

- a. Implement Intelligent Transportation Systems (ITS) programs and expand methods of getting real-time information to drivers, such as:
 - Create an app to alert of travel time delays
 - Informational reader board signs along freight routes
 - Ensure that EMS routes remain passable by design
 - Upgrade signal coordination and ability to adjust to actual conditions
 - b. Monitor travel time reliability on freight routes and prioritize improvements when delays and reliability are projected to become unacceptable.
 - c. Support Beltline improvements, urban upgrades to West 11th west of Terry
 - d. Review and update procedures for incident/crash detection and clearing the road to reduce traffic delay while maintaining a safe environment for incident responders.
 - e. Consider alternative freight routes during congested times
 - f. Implement the Eugene Master Traffic Communications Plan (2008)
13. Support Envision Eugene by including among short-term project priorities improvements those that promote compatible transportation investments along key transit corridors and in core commercial areas and improvements that are likely to most increase travel by public transit, bicycle, or walking.
14. Consider and balance the impact on traffic with the street experience and safety of all users when making decisions about street and intersection design and operations, such as changes to signal timing, speed limits, and allowable turning movements. Consider roundabouts and traffic circles first wherever new traffic control devices are desired at intersections.

Sample Actions/Implementation

- a. Instill a collaborative project design process
 - b. Periodically review and update as necessary the City's access management and street connectivity regulations to enhance safety and operational efficiency on roadways.
15. Promote the use of public transit and the continued development of an integrated, reliable, regional public transportation system. Provide transit service to areas with sufficient employment, activity, and residential density to support transit service.
16. Help coordinate local planning and private development activities so that transit investments, amenities, and services are economical, mutually beneficial, and contribute to a positive neighborhood character.

17. “Frequent Transit Corridors”. Coordinate with Lane Transit District to provide a network of high capacity, frequent and reliable transit services, such as bus rapid transit (EmX), to existing and proposed higher-density Key Transit Corridors as defined by Envision Eugene.

Sample Actions/Implementation.

The anticipated process for implementing Key Transit Corridors would be:

- a. The City, with Lane Transit District, will analyze collector and arterial streets for their potential to provide frequent transit service.
 - b. Conduct a coordinated land use -transportation study for each confirmed Key Transit Corridor to determine the appropriate balance of multi-modal transportation access, development, right-of-way needs, building setbacks, locations of major transit stations. In each corridor, bus rapid transit (e.g., EmX) is desired and will be considered as an option.
 - c. Review and amend parking standards for each corridor to reflect reduced demand on automobile trips and presence of frequent transit, and to support transit ridership.
 - d. As necessary, create design standards for the pedestrian zone and for properties adjacent to the corridor to encourage pedestrian- and transit-oriented development, provide safe and convenient pedestrian and bicycle access to amenities at transit stops.
 - e. Consider transit-preferential measures at intersections to facilitate bus operations, such as signal priority, queue jump lanes, and curb extensions.
18. Recognize the Regional Transportation Options Plan [Pending] as the guiding policy document for programs that reduce reliance on single-occupancy vehicles and to strategically relieve congestion at critical locations and times of day.
19. Preserve rail corridors, alleys, accessways, and pedestrian and bicycle easements if analysis shows that they have future potential for transportation purposes.
20. Promote connections between modes of transportation, such as between bicycle routes, bus and train stations, and the airport, to make each mode more efficient and to reduce congestion on the roadway system.

Sample Actions/Implementation

- a. Promote truck loading facilities at the train yard and airport.
 - b. Provide good bicycle facilities at bus and train stations.
21. Encourage the use of rail for movement of freight and long distance passenger trips. The City supports the higher speed Oregon Passenger Rail Study and use of the historic Eugene Depot in downtown Eugene as a passenger rail station. Support rail-related infrastructure improvements that help retain and improve passenger and freight rail services in Eugene.

Sample Actions/Implementation

- a. Implementation of the Eugene Depot Master Plan.
 - b. Implementation of Oregon Passenger Rail Study outcomes.
22. Placeholder for Level of Service (LOS) or Alternative Performance Measure Policy, pending results of regional traffic model. Eugene’s goal is to define and adopt performance measures concurrent with the Transportation System Plan that reflect desired performance of our system and that accommodates growth and development pursuant to Envision Eugene.
23. Placeholder for a policy that “recognizes” alternative performance measures to reduce Vehicle Miles Traveled (VMT) *if needed* after the regional travel model determines whether Eugene will meet the state standards for VMT reduction.

24. Recognize the Eugene Airport Master Plan as the guiding policy document for that facility, related properties and development, services, and support infrastructure. Support public investment in the Eugene Airport as a regional facility.

Sample Actions/Implementation

- a. Review and update land use designations and zoning, as needed, to support development recommended by the Airport Master Plan.

Community Context Policies

25. Design streets and sidewalks to be attractive, safe, and useable, with generous landscaping, lighting, and greenery; to be sustainable and healthy components of the City's ecology; retain or improve the character of residential neighborhoods; and provide access to properties, views, light, and air.

Sample Actions/Implementation

- b. Update city codes and design standards
c. Coordination between departments on design and maintenance issues.
d. Explore new funding for maintenance activities.

26. Support transportation strategies that enhance neighborhood livability.

Sample Actions/Implementation

- a. Public outreach to establish neighborhood priorities during corridor planning and development of street designs, traffic calming, and installation of street and sidewalk improvements.
b. Continue or expand the City's traffic calming program.
c. Explore context sensitive street designs.

27. Build and maintain public support for the Transportation System Plan and plan implementation through open information, public participation, regular public discussion of the plan's effects on the community, and periodic reassessment of the plan's goals and policies.

28. Encourage local residents, businesses, City staff, and other stakeholders to collaboratively develop context sensitive projects that foster the community's active use and sense of ownership of public rights-of-way over time.

Sample Actions/Implementation

- a. Create procedures that allow parklets (i.e., commercial uses, greenery, or seating in former parking spaces), bike corrals, intersection repair (i.e., citizen-led conversion of an intersection into a public square), and similar projects that are responsive to the needs of the neighborhood.

29. "Complete Streets Policy." Design, construct, maintain, and operate all streets to provide a comprehensive and integrated transportation network that serves people of all ages and abilities, promotes commerce, and supports Envision Eugene's vision for growth and development in a responsible and efficient manner.

Sample Actions/Implementation.

- a. To accomplish this policy, the following considerations would become an integral part of the planning and programming for public streets and rights-of-way:
- The safety for those traveling in the public right of way, especially the safety of younger and older people and people with disabilities.

- The convenience of all users of the transportation system; be they walking, biking, riding public transit, driving, responding to emergencies, or delivering freight;
 - Adopted plans that state a preference for an individual mode of travel in a specific location, such as transit in Frequent Transit Corridors, emergency services on EMS response routes, trucks on designated freight routes, and bicycles on Bike Boulevards.
- b. “Complete streets” and the resultant integrated multimodal transportation network may be achieved by incorporating many elements into a single construction project or incrementally through a sequential series of smaller improvements or maintenance activities over a longer period of time.
- c. Conditions in a specific project location, such as those listed below, may warrant an exception to this policy. Such a determination may occur when street and development plans and specifications are being prepared for public and private projects, during approval of the budget and capital improvements program, during land use approvals, or in response to adverse maintenance or crash history.

Conditions that may warrant an exception to this policy:

- Non-motorized users are prohibited on the roadway.
 - Significant topographic constraints.
 - Scarcity of population, travel, and attractors, both existing and future, that indicate an absence of need for special accommodations for specific modes of travel.
 - The cost of providing appropriate facilities, including potential right-of-way acquisition, for a particular mode is excessively disproportionate to the need and potential benefit of complete street project.
 - The project involves only ordinary maintenance activities designed to keep assets in acceptable condition, such as cleaning, sealing, spot repairs, patching and surface treatments.
 - Reasonable and equivalent access or service already exists or is planned along a parallel route within the same corridor.
30. Align the City’s parking regulations and development requirements in ways that encourage use of fewer automobiles, more efficient use of land, and lower housing costs.

Sample Actions/Implementation

- a. Review and update of Municipal Code and administrative rule requirements -- especially after completion of a Transit Corridor Study or changes in transit routes -- to fit the new conditions. Examples could include:
- require/allow fewer parking spaces where conditions would allow less driving,
 - disconnect the price of a residential parking space from the unit’s rent
 - align metered parking prices with demand
 - require ongoing Demand Management actions for large attractions and employment centers
- b. Establish Transportation Management Areas to coordinate the needs of multiple businesses or residences in some corridors.

Economic Benefit Policies

31. Support with transportation investments industries and employment sectors specifically targeted for this region by the Regional Prosperity Economic Development Plan.

Sample Actions/Implementation

- a. Consult with industry professionals and Metro Partnership to determine industry and employment transportation needs.
 - b. Periodically review and update as necessary the Regional Prosperity Economic Development Plan.
32. Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including freight access to regional transportation networks, such as highways, rail, and Eugene airport. Increase access to employment centers (including via foot, bike, and transit) while improving the quality of the traveling experience.

Sample Actions/Implementation

- a. Monitor congestion in industrial areas and along designated freight routes.
- b. Prioritize transit services that connect residents to employment centers

Cost Effectiveness Policies

33. Work with Lane Transit District and engage the broader community to determine the appropriate level of transit service for the region; create strategies that fully leverage capital investment to deliver the appropriate level of service; and identify and pursue the most effective, stable, and equitable sources of local funding for transit operations.
34. With ODOT and Lane County, develop criteria that trigger logical phased jurisdictional transfer of roads and highways.
35. Operate and maintain transportation facilities in a manner that reduces the need for more expensive future repair, to the extent practical and affordable. Consider the City's ability to fund both implementation and ongoing maintenance before initiating or requiring new transportation projects.
36. Prioritize improved safety, maintenance of existing streets, and implementation of the Complete Streets policy over widening existing streets.

Sample Actions/Implementation:

- a. See earlier Action items for trip time reliability and complete streets.
37. Require new development to pay for its full impact on the capacity of the transportation system; however, the City may subsidize the costs of providing infrastructure or offer other incentives to support higher-density, in-fill, mixed-use, and redevelopment that are consistent with Envision Eugene.
38. Implement traffic management strategies that give priority to transit and emergency responses, where appropriate and practical.
39. Prioritize street preservation, safety improvements, and completion of multimodal networks for investment of Oregon Department of Transportation (ODOT) and federal revenues programmed in the region's Transportation Improvement Program (TIP).

Climate and Energy Policies

40. Make energy efficient vehicles the first line of action in reducing energy dependence and greenhouse gas emissions in our transportation systems. Support more efficient vehicles and use of electric, natural gas, hydrogen cell, and non-motorized vehicles.

Sample Actions/Implementation

- a. Increase supply of charging stations
 - b. Provide priority parking and pricing for non-gasoline vehicles
41. Expand the Park-and-Ride system within the metropolitan area and nearby communities.

Ecological Function Policies

42. Reduce stormwater pollution and minimize runoff from streets and multi-use paths in a manner prescribed by Eugene's Comprehensive Stormwater Management Plan.

Sample Actions/Implementation

- a. Create a program that encourages properties adjacent to streets and alleys to replace paved areas with usable open space, permeable surfaces, plantings, stormwater retention areas, and other amenities for the public benefit.
 - b. Construct stormwater facilities with street construction using low impact development and green infrastructure approaches.
43. Maintain or enhance the tree canopy along streets.
44. Look for opportunities to repair and enhance habitat in all transportation projects. Care for sensitive or imperiled species and habitat by first minimizing or avoiding negative impacts from transportation projects where possible, and mitigating the impacts where avoidance was not possible.

To Comment:

Comment forms are provided at www.EugeneTSP.org. To submit comments by email or for more information, please contact:

- Mail:
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Summary of Potential Street Classification Changes, August 2014

	Street(s)	Change	Neighborhood
1	1 st Avenue (Seneca Rd to Bertlesen Rd)	Major Collector to Minor Arterial	West Eugene Community Organization
2	Arcadia Drive (King Edwards Ct to Harlow Rd) King Edwards Ct (Arcadia Dr to Kingston Way) Kingston Way (King Edwards Ct to Willakenzie Rd)	Local Street to Neighborhood Collectors	Harlow Neighbors
3	Willakenzie Road (Bogart Lane to Kingston Way)	Local Street to Neighborhood Collector	Harlow Neighbors
4	Spectrum Avenue (Coburg Road to Shadow View) Shadow View Drive (Spectrum Avenue to Chad Drive)	Local Street to Neighborhood Collectors	Northeast Neighbors
5	Kinsrow Avenue (MLK Blvd to Commons Drive) Commons Drive (Kinsrow Avenue to South Garden Way)	Neighborhood Collector to Major Collector	Harlow Neighbors
6	Future Collector "A" Ashbury Drive (Gilham Rd to Walton Lane) Walton Lane (Ashbury to Avengale Drive) Avengale Drive (Walton Lane to County Farm Road)	Classification unchanged, Add Ashbury, Avengale, and Walton and modify "A"	Northeast Neighbors
7	Future Collector "C" – Ed Cone Blvd (W 11 th Avenue to Terry Street)	Classification unchanged, Remove "C"	West Eugene Community Organization
8	Future Collector "D" – Commerce Street (W 11 th Avenue to 13 th Avenue)	Classification unchanged, Remove "D"	West Eugene Community Organization
9	Future Collector "E" – 13 th Avenue (Commerce to Bailey Hill)	Classification unchanged, Add 13 th Avenue and modify "D"	West Eugene Community Organization

10	Future Collector "G" – Avalon Street (Greenhill Road to Terry Street)	Add Avalon as constructed and as classified, remove Firestone collector connection to Greenhill	Active Bethel Citizens
11	Future Collector "H" – Legacy Street (Avalon Street to Royal Avenue)	Classification unchanged, Add Legacy as constructed and maintain "H" to Royal	Active Bethel Citizens
12	Future Collector "I" – Clarey Street (N. Clarey Street to Barger Drive)	Classification unchanged, Remove "I"	Active Bethel Citizens
13	Future Collector "K" – Brackenfern Road (Glenwood Interchange to Snowberry Rd)	Classification unchanged, Remove "K"	Laurel Hill Valley Citizens
14	Future Collector "L" – Brackenfern Road (Snowberry Rd to Moon Mountain Drive)	Classification unchanged, Remove "L"	Laurel Hill Valley Citizens
15	Future Collector "M" – Cubit Street (Noah Street to Barger Drive)	Classification unchanged, Remove "M"	Active Bethel Citizens
16	Future Collector "N" – Legacy Street (Barger Drive to Avalon Street)	Classification unchanged, Remove "N"	Active Bethel Citizens
17	Future Collector "O" – Haviture Way (Barger Drive to Avalon Street)	Classification unchanged, Add Haviture and modify or remove "O"	Active Bethel Citizens
18	Future Collector "P" – Colton Avenue (to dead end)	Classification unchanged, Add Colton and modify or remove "P"	
19	Lakeview Drive (Gilham Road to Park View Drive) Park View Drive (Lakeview Drive to County Farm Road)	Classification unchanged, Remove Lakeview extension	Northeast Neighbors
20	Northwest Expressway (UGB to River Road)	Minor arterial to major arterial	ICCO, River Road and Santa Clara Community

			Organizations, and Trainsong Neighbors
21	Olive Street (13 th Avenue to 18 th Avenue)	Major collector to neighborhood collector	Jefferson Westside Neighbors
22	Terry Street (Roosevelt to West Eugene Parkway)	Remove	West Eugene Community Organization
23	West Amazon Drive (Hilyard Street to Fox Hollow Road)	Minor arterial to major collector	Southeast Neighbors
24	West Eugene Parkway	Remove Parkway	West Eugene Community Organization

[NOTE: Streets may be added to this list soon to accommodate a proposed Urban Growth Boundary expansion in the Clear Lake Road area. ky]